

## **APPENDIX A**

## **ENERGY CONSERVATION MEASURES**

The following is a list of energy conservation measures that would be considered in the project.

### **Residential**

- . Individual zone wall mounted thermostats
- . Slab floor with moisture barrier and carpet
- . Gas dryers with pilotless ignition
- . Oven with light and window
- . Set-back thermostat
- . Conservation model water heater
- . Fluorescent lighting in kitchen area
- . Fluorescent lighting in bathrooms
- . Shower heads with flow control devices
- . Low flush toilets
- . Positive fireplace damper, without gas outlet
- . Thermostatic top burner
- . Pilotless ignition on space heating system
- . Additional insulation
- . Attic ventilator
- . Additional fluorescent lighting
- . Dimmer controls on incandescent lighting
- . Location of water heater within 15 feet of point of maximum use (kitchen sink)
- . Dishwasher with switch controllable drying cycle
- . Gas range with pilotless ignition
- . Clogged filter indicator
- . Fireplace with heat exchange
- . Insulated hot water piping (through all unheated areas)
- . Heat pumps
- . Awnings or eave overhangs
- . Weatherstripping
- . Shade trees on sun-exposed areas
- . Solar assisted hot water system

### **Office / Commercial**

- . Insulation of roofs and exterior walls to minimize heat loss and gains.
- . Exterior berming at ground level to provide some additional insulating value to exterior walls.
- . Use of glass or skylights to enhance use of natural lighting.
- . Double glazed skylights and light shafts, if used.
- . Overhangs for sun shielding, as appropriate.
- . Insulation of all HVAC ducting.
- . Deciduous trees and bushes around the buildings.

- . Double glazed windows.
- . Reflective treatments, operable exterior translucent shutters, or landscape shading on east and west-facing windows.
- . Use of life-cycle costing on the design and selection of equipment.
- . Exercise as little control over interior heat and humidity as possible.
- . Time clocks to control HVAC operation.
- . Use of economizer cycles or heat wheel recycling techniques on space conditioners.
- . Use of the largest practical duct and pipe sizes.
- . Warm spectrum fluorescent lights instead of incandescent bulbs for interior lighting.
- . Sodium vapor lights for exterior lighting.
- . Individual light switches for smaller interior areas.
- . Design of lighting levels specifically for the intended function.
- . Insulation of all hot water pipes.
- . Temperature settings that are no hotter than is needed to serve the needs of the building.
- . Use of high-efficiency equipment.
- . Servicing and maintenance of all equipment according to manufacturers' recommended procedures.
- . Use the most efficient, cost-effective HVAC and lighting systems available.



Arnold  
Schwarzenegger  
Governor

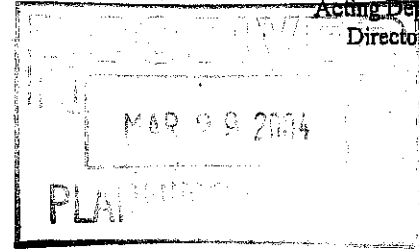
STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Jan Boel  
Acting Deputy  
Director

Notice of Preparation

March 22, 2004



To: Reviewing Agencies

Re: Santa Clara Square PLN2003-04041/SEQ 2003-01015  
SCH# 2003122002

Attached for your review and comment is the Notice of Preparation (NOP) for the Santa Clara Square PLN2003-04041/SEQ 2003-01015 draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Douglas Handerson  
City of Santa Clara  
1500 Warburton Avenue  
Santa Clara, CA 95050

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan  
Senior Planner, State Clearinghouse

Attachments  
cc: Lead Agency

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2003122002  
**Project Title** Santa Clara Square PLN2003-04041/SEQ 2003-01015  
**Lead Agency** Santa Clara, City of

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**Type** NOP Notice of Preparation  
**Description** Phased development of a mixed use project - Residential & Retail Demolition of part of 1-story commercial buildings. Construct a multi-story structures.

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**Lead Agency Contact**

**Name** Douglas Handerson  
**Agency** City of Santa Clara  
**Phone** 408-615.2450 **Fax**  
**email**  
**Address** 1500 Warburton Avenue  
**City** Santa Clara **State** CA **Zip** 95050

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**Project Location**

**County** Santa Clara  
**City** Santa Clara  
**Region**  
**Cross Streets** El Camino Real / Halford Ave.  
**Parcel No.** 313-06-002 & 004  

<b>Township</b>	<b>Range</b>	<b>Section</b>	<b>Base</b>
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**Proximity to:**

**Highways** 101, 280  
**Airports**  
**Railways** SPTC  
**Waterways** Calabazas Creek, San Thomas Aquino Cr.  
**Schools**  
**Land Use** Community Commercial

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**Project Issues** Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Job Generation; Population/Housing Balance; Schools/Universities; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Aesthetic/Visual; Housing

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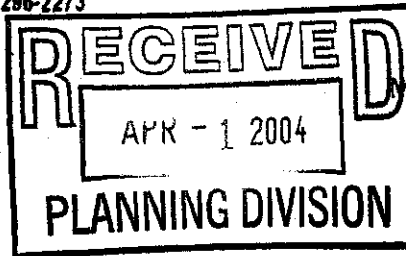
**Reviewing Agencies** Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 3; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 4; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 2

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**Date Received** 03/22/2004 **Start of Review** 03/22/2004 **End of Review** 04/20/2004

<input checked="" type="checkbox"/> Resources Agency Nadell Gayou	<input checked="" type="checkbox"/> Dept. of Fish & Game 3 Robert Floerke Region 3	<input checked="" type="checkbox"/> Public Utilities Commission Ken Lewis	<input type="checkbox"/> Dept. of Transportation 8 Linda Grimes, District 8	<input type="checkbox"/> Regional Water Quality Control Board (RWQCB)
<input type="checkbox"/> Resources Agency Nadell Gayou	<input type="checkbox"/> Dept. of Fish & Game 4 William Laudermilk Region 4	<input checked="" type="checkbox"/> State Lands Commission Jean Sainio	<input type="checkbox"/> Dept. of Transportation 9 Gayle Rosander District 9	<input type="checkbox"/> RWQCB 1 Cathleen Hudson North Coast Region (1)
<input type="checkbox"/> Dept. of Boating & Waterways Suzi Belzer	<input type="checkbox"/> Dept. of Fish & Game 5 Don Chadwick Region 5, Habitat Conservation Program	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Cherry Jacques	<input type="checkbox"/> Dept. of Transportation 10 Tom Dumas District 10	<input checked="" type="checkbox"/> RWQCB 2 Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/> California Coastal Commission Elizabeth A. Fuchs	<input type="checkbox"/> Dept. of Fish & Game 6 Gabriela Gatchel Region 6, Habitat Conservation Program	<input type="checkbox"/> Business, Trans & Housing	<input type="checkbox"/> Dept. of Transportation 11 Bill Figgie District 11	<input type="checkbox"/> RWQCB 3 Central Coast Region (3)
<input type="checkbox"/> Colorado River Board Gerald R. Zimmernan	<input type="checkbox"/> Dept. of Fish & Game 6 I/M Tammy Allen Region 6, Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> Caltrans - Division of Aeronautics Sandy Hesnard	<input type="checkbox"/> Dept. of Transportation 12 Bob Joseph District 12	<input type="checkbox"/> RWQCB 4 Jonathan Bishop Los Angeles Region (4)
<input type="checkbox"/> Dept. of Conservation Roseanne Taylor	<input type="checkbox"/> Dept. of Fish & Game M George Isaac Marine Region	<input type="checkbox"/> Caltrans - Planning Ron Helgeson	<input type="checkbox"/> Cal EPA	<input type="checkbox"/> RWQCB 5S Central Valley Region (5)
<input type="checkbox"/> California Energy Commission Environmental Office	<input type="checkbox"/> Other Departments	<input type="checkbox"/> California Highway Patrol John Olejnik Office of Special Projects	<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> RWQCB 5F Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> Dept. of Forestry & Fire Protection Allen Robertson	<input type="checkbox"/> Food & Agriculture Steve Shaffer Dept. of Food and Agriculture	<input type="checkbox"/> Housing & Community Development Cathy Creswell Housing Policy Division	<input type="checkbox"/> Airport Projects Jim Lerner	<input type="checkbox"/> RWQCB 5R Central Valley Region (5) Redding Branch Office
<input type="checkbox"/> Office of Historic Preservation Hans Kreuzberg	<input type="checkbox"/> Dept. of General Services Robert Slepoy Environmental Services Section	<input type="checkbox"/> Dept. of Transportation	<input type="checkbox"/> Transportation Projects Kurt Karperos	<input type="checkbox"/> RWQCB 6 Lahontan Region (6)
<input type="checkbox"/> Dept. of Parks & Recreation B. Noah Thighman Environmental Stewardship Section	<input type="checkbox"/> Dept. of Health Services Wayne Hubbard Dept. of Health/Drinking Water	<input type="checkbox"/> Dept. of Transportation 1 Mike Eagan District 1	<input type="checkbox"/> Industrial Projects Mike Tollstrup	<input type="checkbox"/> RWQCB 6V Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> Reclamation Board Lori Buford	<input type="checkbox"/> Independent Commissions/Boards	<input type="checkbox"/> Dept. of Transportation 2 Don Anderson District 2	<input type="checkbox"/> California Integrated Waste Management Board Sue O'Leary	<input type="checkbox"/> RWQCB 7 Colorado River Basin Region (7)
<input type="checkbox"/> Santa Monica Mountains Conservancy Paul Edelman	<input type="checkbox"/> Delta Protection Commission Debbie Eddy	<input type="checkbox"/> Dept. of Transportation 3 Jeff Pulverman District 3	<input type="checkbox"/> State Water Resources Control Board Jim Hockenberry Division of Financial Assistance	<input type="checkbox"/> RWQCB 8 Santa Ana Region (8)
<input type="checkbox"/> S.F. Bay Conservation & Dev't. Comm. Steve McAdam	<input type="checkbox"/> Office of Emergency Services John Rowden, Manager	<input type="checkbox"/> Dept. of Transportation 4 Tim Soble District 4	<input type="checkbox"/> State Water Resources Control Board Steven Herrera Division of Water Rights	<input type="checkbox"/> RWQCB 9 San Diego Region (9)
<input type="checkbox"/> Dept. of Water Resources Resources Agency Nadell Gayou	<input type="checkbox"/> Governor's Office of Planning & Research State Clearinghouse	<input type="checkbox"/> Dept. of Transportation 5 David Murray District 5	<input type="checkbox"/> Dept. of Toxic Substances Control CEQA Tracking Center	<input type="checkbox"/> Other
<input type="checkbox"/> Fish and Game	<input type="checkbox"/> Native American Heritage Comm. Debbie Treadway	<input type="checkbox"/> Dept. of Transportation 6 Marc Blumberg District 6		
<input type="checkbox"/> Dept. of Fish & Game Scott Flint Environmental Services Division		<input type="checkbox"/> Dept. of Transportation 7 Stephen J. Buswell District 7		
<input type="checkbox"/> Dept. of Fish & Game 1 Donald Koch Region 1				
<input type="checkbox"/> Dept. of Fish & Game 2 Banky Curtis Region 2				

1335 Karmen Court  
Santa Clara, CA 95051  
(408) 296-2273



March 31, 2004

*Handwritten:*  
cc: RICARR  
MINDIGOL

Art Henriques  
Planning Department  
City of Santa Clara  
1500 Warburton Ave.  
Santa Clara, CA 95050

To whom it may concern:

I'm a member of the board of directors of a townhouse complex that borders the former K-Mart store at 3700 El Camino Real, which will soon become a Kohl's store. I'm also a homeowner in the same complex.

Most of the neighbors I've spoken with are pleased to hear that Kohl's is coming to our community, although there is much less enthusiasm about the possibility of adding residential housing on the same site. Since there is no specific residential housing proposal to discuss at this time, I'll limit comments to the issues that potentially relate to Kohl's. We ask that the city keep us informed about any plans for residential construction on this site as they are submitted.

Last January I expressed to Chris Moore of Kohl's both in writing and by phone several concerns that I've heard from residents in our complex (to the west of the site) and at another townhouse complex (immediately to the south of the site). While we are optimistic that Kohl's will be a responsible neighbor and that the conversion to Kohl's will reduce or eliminate some of our historical concerns, such as noise from parking lot cleaning trucks and leaf blowers at 2 AM and shopping carts littering the neighborhood, we remain very concerned about the noise and parking problems related to delivery trucks.

Despite the fact that '2 hour parking' signs have been posted for many years, too many drivers of 18 wheelers treat the section of Halford Ave. between Lillick Drive and El Camino as their own reserved parking spaces. This includes not only trucks that used to deliver to the K-Mart but also trucks from totally unrelated businesses. We need to resolve this problem before deliveries for Kohl's start.

Repeated requests to the police department to better enforce the existing parking restrictions have largely been ignored due to higher priority calls and the difficulty in verifying when the vehicles were actually parked. Too many truckers know this and seem to make a career of exploiting it, often parking their trucks on Halford Ave. for days at a time. It would be an understatement to say that nearby residents are fed up with having their sleep interrupted by truck engines, air brakes, cooling compressors on trucks, etc. as delivery trucks arrive and park at random hours. While Kohl's has claimed that actual deliveries won't be accepted except by the store manager, during normal store hours, this does not address the issue of when the trucks actually arrive.

Because of the ongoing impact on nearby residents, we strongly urge the city to change the parking restrictions to completely ban parking of large commercial vehicles on this section of Halford Avenue and adjacent streets, aggressively enforce parking laws in this area and make the approval of the Kohl's application contingent on the moving of the delivery docks and any related truck parking areas to a location as close as possible to the northeast corner of the site (near the intersection of El Camino and Lawrence) where the disruption from these vehicles will have the minimum impact on nearby residents of both adjacent townhouse complexes.

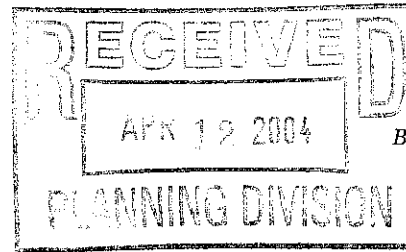
These simple changes, along with ongoing enforcement by the city, would make Kohl's a much more welcome member of our community. Thanks for your attention to these matters.

Respectfully,  
Doug Hosking  
Secretary/Treasurer, Casa del Rey HOA

PLN 2003-04079  
CEQ 2003-01015

## DEPARTMENT OF TRANSPORTATION

P. O. BOX 23660  
OAKLAND, CA 94623-0660  
(510) 286-5505  
(800) 735-2929 TTY



Flex your power!  
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April 7, 2004

SCL-082-14.43  
SCL082351  
SCH2003122002

Mr. Douglas Handerson  
City of Santa Clara  
1500 Warburton Avenue  
Santa Clara, CA 95050

Dear Mr. Handerson:

**Santa Clara Square – Notice of Preparation (NOP)**

Thank you for including the California Department of Transportation in the environmental review process for the proposed project. We have reviewed the NOP and have the following comments to offer:

According to the California Environmental Quality Act (CEQA) Guidelines Section 15082(a)(1), the NOP shall provide the responsible agencies with sufficient information describing the project and the potential environmental effects to enable the responsible agencies to make a meaningful response. Although the Santa Clara Square NOP contains a sufficient description of the proposed project, additional information identified below should be included.

Due to the size and background of the proposed project, our primary concern is the potentially significant impact it may have to traffic volumes and congestion on adjacent State Route 82, U.S Highway 101 and interchanges and intersections in the project area. In order to address our concerns adequately, we recommend that a traffic impact analysis be completed.

We recommend you utilize Caltrans' *"Guide for the Preparation of Traffic Impact Studies"* which can be accessed from the following webpage:  
[http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.p  
df](http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf)

Please be advised that any work or traffic control within the State right-of-way (ROW) will require an encroachment permit from the Department. To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans (in metric units) which clearly indicate State ROW to the following address:

Mr. Sean Nozzari, District Office Chief  
Office of Permits  
California Department of Transportation, District 04  
P. O. Box 23660  
Oakland, Ca 94623-0660

We look forward to reviewing the Draft Environmental Impact Report for this project. We do expect to receive a copy from the State Clearinghouse, but in order to expedite our review in advance of this you may send two copies:

José L. Olveda  
Office of Transit and Community Planning  
Department of Transportation, District 4  
P.O. Box 23660  
Oakland, CA 94623-0660

Should you require further information or have any questions regarding this letter, please call José L. Olveda or my staff at (510) 286-5535.

Sincerely,



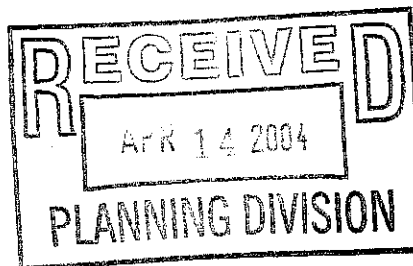
TIMOTHY C. SABLE  
District Branch Chief  
IGR/CEQA

c: Scott Morgan (State Clearinghouse)

# County of Santa Clara

Roads and Airports Department  
Land Development and Permits

101 Skyport Drive  
San Jose, California 95110-1302  
(408) 573-2460 FAX (408) 441-0275



PCN 2003-04047  
GEQ2003-01015



April 9, 2004

Mr. Douglas Handerson  
AICP, Associate Planner  
City of Santa Clara  
1500 Warburton Avenue  
Santa Clara, CA 95050

Subject: Notice of Preparation of a Draft Environmental Impact Report (EIR) for the project at  
3700 El Camino Real


Dear Mr. Handerson,

Your March 25, 2004 Notice of Preparation along with the attachments for the subject project have been reviewed. Our comments are as follows:

1. The Draft EIR should include a Traffic Impact Report discussing the traffic impact and the mitigation measures at the following intersections:
  - Lawrence Expressway at Duane
  - Lawrence Expressway at Arques
  - Lawrence Expressway at Kifer
  - Lawrence Expressway at Monroe/Reed
  - Lawrence Expressway at Benton
  - Lawrence Expressway at Homestead
  - Lawrence Expressway at Calvert
  - Lawrence Expressway at Bollinger
  - San Tomas Expressway at El Camino Real
2. A copy of the Draft EIR should be provided for our review.

Thank you for the opportunity to review and comment on the subject project.  
Please call me at (408) 573-2464 if you have any questions.

Sincerely,

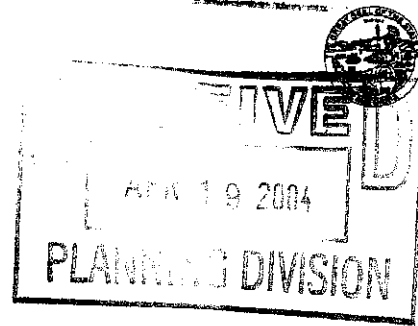
  
Raluca Nitescu  
Project Engineer

Cc: MA, AP, WRL, File

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-4082  
Fax (916) 657-5390

April 13, 2004



Douglas Handerson  
City of Santa Clara  
1500 Warburton Avenue  
Santa Clara, CA 95050

RE: SCH# 2003122002 - Santa Clara Square

Dear Mr. Handerson

The Native American Heritage Commission has reviewed the above mentioned NOP. To adequately assess and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

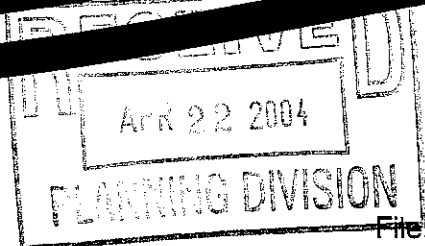
1. Contact the appropriate Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
3. Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. Requests must be made in writing with the County, Quad map name, township, range and section.
  - A list of appropriate Native American Contacts for consultation concerning the project site and to assist in the mitigation measures.
4. Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5 (e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

If you have any questions, please contact me at (916) 653-4038.

Sincerely,

  
Debbie Pilas-Treadway  
Environmental Specialist III

CC: State Clearinghouse



5750 ALMADEN EXPWY  
SAN JOSE, CA 95118-3686  
TELEPHONE (408) 265-2600  
FACIMILE (408) 266-0271  
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AN EQUAL OPPORTUNITY EMPLOYER

29920  
El Camino Storm Drain

April 16, 2004

Mr. Douglas Handerson, AICP  
City of Santa Clara  
1500 Warburton Avenue  
Santa Clara, CA 95050

Subject: Notice of Preparation—Draft Environmental Impact Report for the Santa Clara  
Square Project

Dear Mr. Handerson:

The Santa Clara Valley Water District (District) has reviewed the subject document received on March 24, 2004.

The site is located within the Calabazas Creek Watershed. According to the Federal Emergency Management Agency Flood Insurance Rate Map, the northern portion of the site is within Zone AO, an area of 100-year shallow flooding where average depth is between 1 and 3 feet and the rest of the site is located within Zone B, an area of 100-year flooding with average depths of less than 1 foot.

The proposed project consists of demolition of existing commercial buildings and the construction of a mixed-use development containing up to 400 single-family attached residential units along with about 170,000 square feet of retail commercial space.

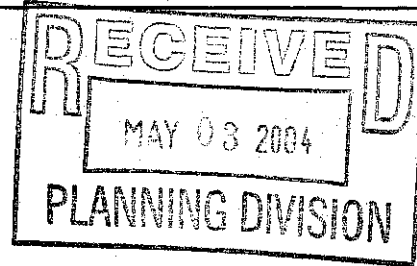
The subject document states that the proposed project development would result in water quality impacts. Although the proposed Santa Clara Square Project is not adjacent to any District facilities, the District would like the opportunity to review the Draft Environmental Impact Report for any water quality impacts and other environmental concerns beyond those listed in the Notice of Preparation that may become apparent during the initial investigation phase.

Thank you for allowing us the opportunity to review the Notice of Preparation for the subject project. If you have any questions or comments, please call me at (408) 265-2607, extension 3135.

Sincerely,

Wendy Allison, P.E.  
Assistant Engineer  
Community Projects Review Unit

cc: B. Goldie, S. Tippets, U. Chatwani, W. Allison, File (2)  
mm:jl  
0415l-pl.doc



April 28, 2004

Douglas Henderson, AICP, Associate Planner  
City of Santa Clara  
1500 Warburton Avenue  
Santa Clara, CA 95050

Subject: Santa Clara Square - Notice of Preparation

Dear Mr. Henderson,

The Transportation and Traffic Division within the City of Sunnyvale has reviewed the Notice of Preparation (NOP) of the Draft Environmental Impact Report (EIR) for the Santa Clara Square Project located at 3700 El Camino Real in Santa Clara. On December 16, 2003, Sunnyvale Transportation staff submitted comments on an earlier NOP for this project. Our comments remain the same as in this earlier letter, and we assume that these comments will be addressed by the City of Santa Clara regardless of the timeline for the current NOP. Please consider the following comments that were included in the December 16, 2003 letter and that apply to the current NOP in the development of the Transportation/Traffic section of the EIR and the Transportation Impact Analysis.

1. Please analyze project impacts on neighborhood traffic volumes in Sunnyvale for the neighborhood bounded by El Camino, Wolfe Road, Lawrence Expressway and Homestead Road. These neighborhood streets are already experiencing higher volumes of traffic due to the location of Peterson Middle School, Laurelwood Elementary School and the Old Patrick Henry School site. Some cut through traffic also occurs during the peak hours. Through trip generation, distribution and assignment analysis, please analyze the amount of project traffic that can be expected to use neighborhood streets in the above noted neighborhood. The analysis should take into account the City of Sunnyvale Traffic Calming Policy, adopted by the City Council in 1997. If the project would be expected to increase traffic volumes to an unacceptable level, those impacts shall be mitigated.

ADDRESS ALL MAIL TO: P.O. BOX 3707 SUNNYVALE, CALIFORNIA 94088-3707  
TDD (408) 730-7501

♻️ Printed on Recycled Paper


2. Sunnyvale intersections shall be included in the traffic analysis if the proposed development is expected to add 10 or more peak hour vehicles per lane to any intersection movement. Please allow the City of Sunnyvale, Division of Transportation and Traffic to comment on the proposed list of Study Intersections.
3. Notice the following neighborhood organizations of any public hearings or meetings related to the project.

Birdland Neighbors  
Contact: Rose Bullinger  
(408) 203-4465  
[rbulling@pacbell.net](mailto:rbulling@pacbell.net)

Raynor Park Neighborhood Association  
Contact: Irene Castro  
(408) 739-5739  
[rpnasunnyvale@aol.com](mailto:rpnasunnyvale@aol.com)

Thank you for the opportunity to comment on the NOP of the Draft Environmental Impact Report for the Santa Clara Square Project. Please contact me if you have any questions or comments. I can be reached at 730-2713 or [thiggins@ci.sunnyvale.ca.us](mailto:thiggins@ci.sunnyvale.ca.us).

Sincerely,



Tanya Higgins  
Casual Professional

Cc: Gerri Caruso, Principal Planner



April 29, 2004

RECEIVED

APR 29 2004

City of Santa Clara  
Department of Planning and Building  
801 North First Street  
San Jose, CA 95110

City of Santa Clara  
Planning Division

Attention: Douglas Handerson

Subject: City File No. PLN2003 / Santa Clara Square

Dear Mr. Handerson:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed NOP for the project referenced above for a mixed use development containing up to 400 single family attached units and up to 170,000 square feet of retail commercial space at the southwest corner of El Camino Real and Lawrence Expressway. We have the following comments.

Bus Service

VTA requests the opportunity to review development plans for this proposal when available to make recommendations concerning possible future bus stops along Coleman Avenue. We recommend that Coleman Avenue be provided with a 22-foot wide curb lane to accommodate future bus stops.

Development Design

VTA's *Community Design & Transportation (CDT) Guidelines* should be used when designing this development. This document provides guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements. The *CDT Guidelines* are available upon request to any agency staff. For more information on *CDT Guidelines*, please call Chris Augenstein of the CMP at 408-321-5725.

Of concern to VTA is the proposed development's ability to promote and interact with current and future public transit facilities such as Bus Rapid Transit. Well-defined public spaces with minimal setbacks to transit stops and the sidewalk are encouraged. To ensure best design practices in integrating transit and land use, consult *Appendix A* of the *CDT Guidelines*. For best practices regarding appropriate residential densities consult *Appendix D* of the *CDT Guidelines*.

Transportation Impact Analysis Report

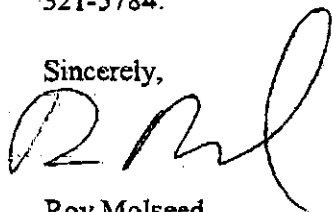
VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis for any project that is expected to generate 100 or more new peak-hour trips. Based on the information provided on the size of the project, a TIA may be required.

VTA's *Transportation Impact Analysis Guidelines* should be used when preparing the TIA. These guidelines include the analysis of bicycle facilities, parking, site circulation and pedestrian access, as well as roadways. For more information on TIA guidelines, please call the CMP at (408) 321-5725.

City of Santa Clara  
April 29, 2004  
Page 2

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

A handwritten signature in black ink, appearing to read 'RM', with a large, stylized loop at the end.

Roy Molseed  
Senior Environmental Planner

RM:rm

cc: Samantha Swan, VTA

RECEIVED

MAY - 4 2004

Art Henriques  
Planning Department  
City of Santa Clara  
1500 Warburton Ave.  
Santa Clara, CA 95050-3796

City of Santa Clara  
Planning Division

May 3, 2004

Mr. Henriques:

Thank you for sending me on April 2, 2004 a copy of the Notice of Preparation of a Draft Environmental Impact Report dated March 18, 2004 re future plans for the proposed Santa Clara Square Project at 3700 El Camino Real in Santa Clara. The proposal is for up to 400 condo units and up to 170,000 square feet of retail commercial space on a 12.6 acre site.

As you might well imagine, there is a lot of interest about this proposal from residents of the two adjacent townhouse complexes since it has the potential to affect both the property values and the quality of life for the owners or residents of these homes. We have discussed what little we know about the plans with a number of residents. We have heard few objections to the concept of building some residential units on this property, about the conversion of the former KMart to a Kohl's store, or about the possibility of adding some additional commercial retail establishments on the site, but many residents are extremely concerned about the proposed density of this project and the likely impact this would have on quality of life for residents of the two adjacent townhouse complexes as well as for new residents of the project site.

While it is difficult to estimate the impact without a more specific plan to consider, it appears that the proposed housing density could easily be several times that of the two existing adjacent townhouse complexes. We are having a hard time imagining how so much can be crammed into such a small area without an extreme sacrifice in quality of life and/or a radical change in elevation. Common sense tells us that this density is likely to cause serious problems with respect to parking, noise and traffic, with few rational options to rearrange the plan to minimize the impacts.

We know from experience with our own complex that even two dedicated parking spaces per unit is sometimes not enough to meet the needs of residents. In several cases there are four or even five vehicles per unit. Considering the cost of living in the area and the loss of many of the best jobs, it seems quite likely that there will be increasing pressure for shared ownership or shared rentals. 400 units with an average of only two vehicles per unit would require on the order of 800 parking spaces in addition to the many hundreds of spaces that would be required for employee and customer parking for any commercial establishments on the site, and any roads needed for delivery trucks.

Ignoring the significant and prolonged noise that would be generated during construction on the site, there is the issue of permanent noise. Residents several blocks away are at times bothered by noise from Lawrence Expressway today. Obviously the impact of this noise increases the closer one lives to it. While modern windows can help with sound insulation, it's often desirable to have windows open. With so many units proposed for the project site, there would be very little choice but to pack units almost on top of Lawrence Expressway. Any attempt to push things away from Lawrence would seem certain to increase the negative impacts on residents of the existing townhouse complexes.

One possibility for addressing the parking concerns would be construction of a parking garage. I understand from talking with one of the owners of the property that this is indeed the current thinking. However to have any significant impact it seems logical to believe that such a structure would have to be substantially taller than any surrounding buildings, which would hurt the aesthetics of the neighborhood.

It would also presumably have to have substantial (and therefore noisy) exhaust fans which would be quite unwelcome in a residential area.

As previously discussed with you and other city staff, one of the biggest headaches for nearby residents is the ongoing violations of parking rules on Halford Ave. by drivers of large commercial trucks. Because trucks may arrive at any hour of the day or night, while deliveries may only be accepted during certain hours, these trucks are often parked on Halford Ave. for many hours or even days at a time. Noise from engines, air brakes and refrigeration compressors on the trucks significantly disrupts the sleep of nearby neighbors. We strongly request the city to make approval of any construction on the proposed project site contingent on the permanent banning of parking of commercial vehicles over 20 feet in length on Halford Ave. between Lillick Drive and El Camino Real, and further request that the location of any delivery docks and related access roads be as far from the existing townhouse complexes as practical. There is strong support for this from nearby neighbors. Representatives of the affected HOAs are actively collecting signatures to request the city to change the parking signs in front of the nearby residences, and have several dozen signatures already.

We also question the feasibility of traffic flow for this number of vehicles. The site for the proposed project is bordered on the east by Lawrence Expressway, on the north by El Camino Real, and on the south by an existing townhouse complex, none of which provides a safe and easy exit from the site. As a practical matter, this leaves Halford Avenue (to the west) as the only viable exit from the project site at many hours. Residents at the existing townhouse complexes already find street noise from Halford Ave. to be quite objectionable at times and are not at all eager to see that problem aggravated by a major increase in traffic.

High density construction also raises the possibility of increased fire danger in the area. Although it is hard to quantify the risk, the idea of up to 400 high-density housing units built right next to the existing gas station is a bit unsettling, especially with memories of the Santana Row fires still fresh.

Environmental disclosures from E/Risk, Inc. received upon the 1997 purchase of a nearby home suggest that the gas station at 3725 El Camino Real was at one time the source of a significant leak from underground fuel storage tanks. While the leak has presumably been repaired by now, the proposed project site is close enough to this gas station to raise the question of whether it may have been contaminated by this leak. What is known about the risks from this to potential residents of the project site, particularly considering the significant disruption of soil that would likely accompany any major construction on the site?

While some of the potential problems noted above may not materialize, depending on the specific plans for the site, we strongly urge the city to very seriously consider the impact such a project would have on the quality of life for both new and current residents in the area, to limit approval for any projects on this site to a density much closer to that of the adjacent townhouse complexes, and to give residents of both complexes a chance to comment on specific plans as soon as possible.

Respectfully,

Doug Hosking  
(408) 296-2273  
1315 Karmen Ct.  
Santa Clara, CA 95051  
Secretary/Treasurer  
Casa del Rey HOA

## **TECHNICAL APPENDIX**

Copies of the following consultants' reports, which were prepared for *Santa Clara Square*, are summarized in this Environmental Impact Report and included in the Technical Appendix, a separate document. Copies are on file at the City of Santa Clara Planning and Inspection Department. In accordance with the State CEQA Guidelines, these reports are incorporated by reference and not reproduced in the body of the Initial Study in order to reduce the size and number of pages.

**Air Quality Impact Analysis for the Proposed Santa Clara Square Project, City of Santa Clara, Donald Ballanti, December, 2003**

**Tree Report, Santa Clara Square, Santa Clara, CA, HortScience, Inc., November, 2003**

**Existing Trees Table // Trees to be Removed exhibit**

**Archaeological Literature Review for the Santa Clara Square Project, Santa Clara, Santa Clara County, California, Holman & Associates, October 1, 2003**

**Geotechnical Investigation on Santa Clara Square, Halford Avenue, Santa Clara, California, Terrasearch, Inc., October 6, 2003**

**Response to Comment Letter, Proposed Development, Santa Clara Square, Santa Clara, California, Terrasearch, Inc., December 4, 2003**

**Phase I Environmental Assessment Report for 3610-3700 El Camino Real (K-Mart Shopping Center), Santa Clara, CA 95051, ACS Associates, November 28, 2003**

**Pre and Post Construction Drainage Calculations, Santa Clara Square Located at the Corner of El Camino Real and Lawrence Expressway, Santa Clara, CA, smp engineers llc, September, 2005**

**Stormwater Provision C.3 Compliance Calculations, Santa Clara Square Located at the Corner of El Camino Real and Lawrence Expressway, Santa Clara, CA, smp engineers llc, November 3, 2005**

**Revised Environmental Noise Assessment, Santa Clara Square, Santa Clara, California, Charles M. Salter Associates, Inc., April 21, 2005**

**Transportation Impact Analysis, Santa Clara Square Redevelopment, Hexagon Transportation Consultants, Inc., April 4, 2005**